IN THE SPECIFICATION

Please amend paragraph [0035] as follows:

[0035] Engine mounts 104 ~~(FIGURE 8)~~(FIGURE 7A) extend from both sides of the engine body 102. The engine mounts 104 preferably include resilient portions made of, for example, rubber material. The engine body 102 is mounted on the lower hull section 38 (or possibly on the hull liner) by the engine mounts 104 so that vibration of the engine body 102 is inhibited from conducting to the hull section 38.

Please amend paragraph [0050] as follows:

[0050] FIGURES 4A and 4B illustrate an embodiment of a throttle valve control mechanism 130. A throttle valve stop housing 131 houses an actuator, which may be a solenoid, a step motor, or other similar device to displace a slidable plunger 133 protruding from the throttle stop housing 131. In one variation, the plunger 133 can be replaced by a linkage assembly. The throttle shaft 94 fixedly carries a throttle shaft lever 139 that is permanently oriented relative to the throttle valves 54. At least one throttle body 110 includes a protruding boss 141 having a first torsion spring 145 mounted circumferentially thereon. As seen in FIGURE 4B, a static end 143 the spring 145 is held in place, such as by a flange 147 protruding from the throttle body 110. The biasing end 149 of the spring 145 fits within a hole or notch 151 ~~formed a~~formed in pulley 120, such that the spring 145 biases the pulley to rotate in a direction corresponding with a closed throttle position. The pulley 120 is rotatably attached to the throttle valve shaft 94, and is retained thereon by a clip 155; however, under normal conditions, the pulley 120 is biased to rotate with the throttle valve shaft 94 by a second torsion spring 157. The pulley 120 has one end of the second torsion spring 157 connected to it. The second torsion spring 157 wraps around the throttle valve shaft 94 and has a second biasing end 159 projecting adjacent to the throttle shaft lever 139, such that the biasing end 159 of the second spring 157 biases the throttle shaft lever 139 and the pulley 120 to rotate together. The result is a lost motion coupling that allows concurrent rotation of the throttle shaft lever 139, throttle shaft 94, and pulley 120, but also permits the pulley 120 to return to the idle position while the throttle lever 139 and throttle shaft are held open by the throttle valve control mechanism 130. When the throttle valve control mechanism 130 is activated, the plunger 133 inhibits the throttle shaft lever 139 for rotating with the pulley 120 back towards an idle position under the bias of the first torsion spring 145. Consequently, the throttle valve

control mechanism 130 prevents the throttle valve lever 139 from rotating to its maximum range of movement corresponding with a throttle valve closed position. The throttle valve 54 is maintained in a partially opened position and the engine is maintained at an output level above idle.